

**APPROVED
SPECIAL JOINT MEETING
BEACH BUSINESS IMPROVEMENT DISTRICT ADVISORY COMMITTEE /
BEACH REDEVELOPMENT BOARD
JUNE 08, 2015
City Hall
8th Floor Conference Room, 100 North Andrews Avenue
Fort Lauderdale, FL 33301
2:00 PM- 5:00 PM**

BRB		BID	
Chair Abbate	A	Greater Fort Lauderdale Chamber of Commerce <u>Eduardo Fernandez, Chair</u>	P
Ina Lee, Vice Chair	P	Marriott Courtyard <u>Bill Cunningham, Vice Chair</u> Thomas Miller, Alternate	P
Thomas McManus	P	B Ocean Fort Lauderdale Jean Capps Steven Donahue, Alternate	A
Abby Laughlin	A	The Gallery at Beach Place <u>Mick Grosh</u> Carmen Barbagelata, Alternate	P
Christian Luz	P	The "W" Hotel, Capri Hotel, LLC Marylouise Fitzgibbon <u>Michel Notten, Alternate</u>	P
Judith Scher	P	Marriott Beach Place Towers <u>Madeline Clark</u> Jackie Foster, Alternate	P
Tim Schiavone	A	Bahia Mar Patrick Reece John Hopwood, Alternate	A
Andy Mitchell	P	Ritz Carlton Hotel <u>Greg Cook</u> Monique Soriano, Alternate	P
Shirley Smith	P		
Aiton Yaari	P		

Staff

Don Morris, Economic Reinvestment Administrator

Tom Green, Engineering Design Manager
Jonathan Luscomb, Supervisor of Marine Facilities
Dan Barnett, Wizard Entertainment
Lutecia Florencia, Clerk
Jamie Oppерlee, Prototype, Inc.

Guests:

Fred Carlson, Vice President of the Central Beach Alliance
Bob Dean, Marine Advisory Board
Jimmy Harrison, Vice President, Marine Advisory Board

COMMUNICATIONS TO THE CITY COMMISSION

Communication #1:

BRAB Vice Chair Lee put forth the following Communication to the City Commission:

1. That the combined boards strongly feel that they want to see the input from the Marine Advisory Board to align with what the experts are saying;
2. That whatever is built there is compatible and enhances the overall upscale image of the destination, both with what the CRA will be doing with the infrastructure and what is happening along the commercial corridor as well;
3. That it be done right – before the RFP goes any further, that the City negotiate a flexible deal with the State and then build that into the RFP;
4. And that both Boards recommend that they see the financial/economic impact both that the City has prepared and that the Marine Advisory Board has prepared.

In a voice vote, the communication passed unanimously.

Communication #2:

Motion made by BRAB Vice Chair Lee, seconded by BID Member Cook, that a communication go immediately to the City Commission and the City Manager that the Friday night event stay the way it is. In a voice vote, the motion passed unanimously.

**I. Call to Order/Roll Call – Eduardo Fernandez, BID Chairperson
Quorum Ina Lee, BRAB Vice Chairperson**

BID Chair Fernandez called the meeting to order at 2:00 p.m.

It was noted there was a quorum at the commencement of the meeting.

II. Las Olas Marina Draft RFP – Donald Morris, Economic Reinvestment Administrator, and Scott Allen, CBRE, Inc.

Mr. Morris said the RFP is for marina management and construction services for Las Olas Marina. He mentioned that the redevelopment of the marina has been a priority for the City Commission.

Mr. Morris advised that the scope of services to draft the RFP went to the City Commission on June 2, 2015. Before that, CBRE prepared the draft RFP under a good faith effort that the City Commission would approve the scope of services, which they did. The Commission will be reviewing the RFP on June 16, 2015 at the conference meeting.

Mr. Morris continued that on June 4, 2015, they went to the Marine Advisory Board (MAB), who were concerned that they did not have much time to review it. He hoped to receive their comments on this by the end of business on June 8, 2015. He said that staff is still reviewing the RFP and are hoping to prepare a clean draft for the City Commission meeting on June 16. The comments from this group and from the MAB will be included in staff's memo to the Commission.

Mr. Morris noted that Sections 3, 4, and 5 of the RFP are concerned with background information and technical specifications. Staff is working though the remainder of the draft, which focuses on procurement requirements.

BRAB Member Mitchell said he would like to see the detail for the profit and loss statements for review.

Mr. Morris mentioned that since they do not know how many linear feet of dockage they will end up with, the projections are difficult to make. Current revenues are based on what is there today, which is 3,400 linear feet of docks; some designs have called for up to 6,000 linear feet of docks. Mr. Morris said it would be helpful to ask for the linear feet of docks in the RFPs.

BRAB Member Mitchell reiterated that he wants to see more financial information and projections.

BID Chair Fernandez asked about a timeline for issuing and receiving RFPs. Mr. Morris responded that they are discussing the Submerged Land Lease with the State of Florida and the deed restrictions on the property. Staff had a conference call with DEP; they have policy requirements regarding lease extension and financial considerations. The DEP wants to see the RFP before it is issued, and they wanted staff to go to Tallahassee to present it and discuss the land lease terms and deed restrictions. Staff will be on a conference call on June 30, 2015, for clarification and to reconfirm the State's requirements.

BRAB Vice Chair Lee expressed interest in the input from the MAB. In addition, she would like to see an offset of the monies the BRAB has committed to the garage in the Promenade. Perhaps some of the revenue from that can be used for the marina so the BRAB can use the money for something else. BRAB Vice Chair Lee would like to see the BRAB contribution be less to those areas if possible.

Mr. Morris explained that whoever is chosen to develop the marina will be responsible for everything from the bulkhead into the water. The CRA will be responsible for everything on the

bulkhead onto dry land. Dredging is currently being budgeted at \$4.8 million, including sea grass mitigation. The developer will be required to do the dredging, and that will free up \$4.8 million. However, the CRA will still be responsible for the Intracoastal Promenade and the parking garage.

BRAB Vice Chair Lee advised that whatever is done at the Marina has to have a consistent look with the rest of the beach, and wanted that included in the RFP.

BRAB Member Yaari emphasized they cannot afford to make any more mistakes (like they did with the Aquatics Center) and wondered what the attraction of the Promenade would be. He recommended something really nice at the Promenade to attract the yacht owners. Furthermore, he urged the City not to rush into anything.

In response to a question, Mr. Morris said they did receive some comments from the MAB at its meeting, but the rest will be received later on this day. He will circulate those comments to both Boards present. All comments will be outlined in staff's memo to the City Commission.

BRAB Member Scher cautioned against over-crowding the property since it is not very large.

Mr. Morris clarified that all three boards (MAB, BRAB, BID) function in an advisory capacity to the City Commission. Even though the BRAB and BID are not made up of marine experts, their input is still valuable since it has an impact on the beach.

BID Member Cook thought the drafted RFP looks like a service agreement and recommended that it contain more items such as parking, restaurants, hotel, retail, etc.

Mr. Morris commented that the developer of the unsolicited proposal wanted a large amount of money from the City. The City Commission determined they were not interested in upland development on the site, but wanted to expand the marina instead. Mr. Morris stated that the submerged land lease concerns the water portion; the deed restrictions on the upland require a municipal use. Ancillary uses to support the marina could possibly exist there (offices, provisioning, sales); the marina itself needs to be a municipal marina. Further, anything that is not municipal requires a 50% profit-sharing to the State, and Mr. Morris said they are trying to negotiate those terms and the deed restrictions.

BID Chair Fernandez requested a clear statement of what can and cannot be done. Mr. Morris answered that they can:

- have a municipal marina
- reconfigure the docks
- add additional linear feet

He said there are restrictions associated with the deed, unless they mitigate the impact through dredging. Overall, most agree that the marina is insufficient as it is and more linear feet of dockage need to be provided.

BID Member Cook recalled discussion about the revenue stream of the marina, and said it was upside down. Mr. Morris said by doing the RFP, the City does not have to incur the risk of a negative revenue stream. He added that some marina developers who came to the City Commission have expressed interest in the development.

BRAB Vice Chair Lee wondered what amenities would entice a mega-yacht owner to visit Fort Lauderdale over another location.

A brief discussion ensued about hurrying through the process, with several members advising against it. BRAB Member Mitchell said they need to look at the whole process as one piece, not piecemeal.

Jonathan Luscomb, Supervisor of Marine Facilities, commented that the Parks Department runs all three of the City's marinas. He advised that "first come – first served" is a condition of grants and the underwater land lease. Mr. Luscomb said the condition means that the rate for certain people cannot be changed due to their wealth, etc.; it means there cannot be discrimination against anybody for any reason. The "public purpose" in the deed restriction simply means that it is municipally operated. The State is concerned with a third party, not the City. Mr. Luscomb said the State provided an example of a deed-restricted property (Watson Island) in Miami that was developed to their satisfaction.

Mr. Luscomb continued that the Director of the DEP, David Clark, told the City they want as much detail as possible because they examine every project on a case-by-case basis. There is an opportunity for the City or the developer to renegotiate a new deal. Mr. Luscomb relayed that the DEP is open to suggestions and will help the City get the presentation right.

The submerged land has restrictions that prohibit an upland restaurant, dinner cruiser, etc. Mr. Luscomb explained that the DEP boiler-plate process for application is avoidance, minimization, and mitigation. He added that the reason the docks are crooked now is to allow sun so the sea grass can grow. Certain slips are identified as being near high occupancy sea grass – they want those slips empty during the sea grass growing season (summer). Dredging would open the door for more operations that would have to be mitigated.

Mr. Morris stated that the Florida Inland Navigation District is dredging the Intracoastal Waterway from the 17th Street Beach Causeway to just short of a mile north of Las Olas Bridge. The result of that is the ability to accommodate larger vessels at Bahia Mar and Las Olas.

BRAB Member Yaari reiterated they need to take their time and think collaboratively. BRAB Member Scher did not see how they could put out the RFP without thoroughly knowing what can and cannot be done.

BRAB Vice Chair Lee suggested that the boards instruct staff and the City Commission to go to the State and create as much flexibility as possible. Concurrently, they should obtain input

from the MAB about competitive marinas, from the boat show about mega yachts, and then go out with an RFP.

Fred Carlson, President of the Central Beach Alliance, questioned why the City would give the management of the marina away to someone else; he said the current management does a “wonderful job.” He questioned giving the profit away to someone else. Mr. Carlson said that expanding the marina would minimize the upland uses, and wondered why they would entertain any upland development. He continued that the revenue will come from the depth of the water – they do not need parking or another hotel there. He questioned why the City was in such a hurry, postulating that they were afraid the money “was going away.”

Bob Dean, MAB, maintained that the “unsolicited offer” for the hotel development was actually solicited. EDSA tried to design the beach area, but did not know about the proposed hotel. Mr. Dean called that a red flag. He said the City Commission has asked the City Manager five times to provide the economic impact of a marina operation – he said there should be economic impact studies before an RFP is considered. Mr. Dean said the marina is a sustainable development that can make money for the City, is affordable, and the City has a lot of marina management expertise. He said he was confused about the City’s agenda with the project.

In response to a question by BRAB Member Mitchell, Mr. Dean said the first time he saw this RFP draft was a few days prior. Mr. Dean said that the Florida Inland Navigational District did an economic impact analysis of the deepening of the waterway, and the economic impact is estimated to be \$588 million annually. While the Sasaki Plan called for 5,000 feet of marina, Bellingham Marine and others said they could get 6,000 feet. He added that the Sasaki numbers were predicated on the existing marina layout and design.

Mr. Dean pointed out that this marina would be on the barrier island, not inland like others in the area. The impact on hotels around the marina would be very significant.

BID Chair Fernandez wondered if Mr. Dean was going to advise the City Commission of his thoughts, and Mr. Dean replied that he is leaving that to the MAB. Chair Fernandez said that the BID and the BRAB are just asked to provide feedback on the RFP, but he believed there was much more to look at. Mr. Dean said the RFP for the marina is a “cog in a big wheel.”

Mr. Dean emphasized there is “100%” need for the marina, and Mr. Morris said the City Commission is very clear that they want the marina expanded. Mr. Morris advised they have come up with a numbers scenario based upon different designs. The Finance Department and the City Auditor looked at the numbers; they were compared to other marinas that had been reconstructed and to their occupancy rates in the first few years. Mr. Morris stressed that the City has gone through an exhaustive process before coming to this point.

BID Chair Fernandez wanted to hear from the MAB before making a recommendation, since they know more than the BID on that subject.

BRAB Member Mitchell wished to see a marina that would activate the area, but he wanted to see the numbers and more information. BRAB Vice Chair Lee also requested seeing the City numbers and the MAB numbers.

Jimmy Harrison, Vice-Chair of the Marine Advisory Board and also a Board member of the Marine Industry Association, said they had quite a few suggestions for changes to the RFP. He wanted this Board to see the MAB's comments first. Mr. Harrison said the MAB was concerned that they have been fighting for this for two years, but now they do not have much time to consider it. Simply put, he said they want a "world-class" marina that is able to hold more boats and bigger boats. Secondly, they want it to work with the boat show and be an improvement to that. Mr. Harrison said they are working hard on detailed suggestions for the RFP, but would want more time, such as a month, to finalize their input.

BID Chair Fernandez asked Mr. Harrison if the MAB has seen any numbers that would help the Board take a position on whether the marine operation should be outsourced. Mr. Harrison responded that they feel strongly it should be kept in-house, but they were not offered any alternative.

BRAB Vice-Chair Lee put forth the following **Communication to the City Commission**:

5. That the combined boards strongly feel that they want to see the input from the Marine Advisory Board to align with what the experts are saying;
6. That whatever is built there is compatible and enhances the overall upscale image of the destination, both with what the CRA will be doing with the infrastructure and what is happening along the commercial corridor as well;
7. That it be done right – before the RFP goes any further, that the City negotiate a flexible deal with the State and then build that into the RFP;
8. And that both Boards recommend that they see the financial/economic impact both that the City has prepared and that the Marine Advisory Board has prepared.

In a voice vote, the communication passed unanimously.

BID Chair Fernandez wondered what created the urgency about the project. Mr. Morris said that the only timing issue he was aware of was that the City Commission wants the RFP in June.

BRAB Vice Chair Lee requested that Agenda Item V be addressed at this time since BRAB Member Yaari has to leave the meeting early.

- III. **Beach Project Status Update – Paul Kissinger, EDSA, and Marwan Mufleh, Kimley-Horn & Associates** (not addressed at this time)
- IV. **Communications to the City Commission** (not addressed at this time)
- V. **Old/New Business**

BRAB Vice Chair Lee reported that she went to the first Friday night event and thought it was successful. She said because it received late approval from the City Commission (through no fault of their own), it got promoted through social media. She said she heard that City Manager Feldman wants to change it to Saturday night because he is concerned that it may conflict with the Starlight Musicals that occur on Friday night in Holiday Park. Furthermore Mr. Feldman said he wanted the change to start the coming weekend, even though it was approved by the City Commission.

BRAB Vice Chair Lee continued that bands have been booked, and thought the BID needed to take a stand – it has already been promoted. BRAB Vice Chair Lee wanted it to continue the way it was designed and wanted to relay their opinion to the City Commission. BRAB Member Yaari added that he is pushing the Friday night event and wants to do it through the private sector without using City money.

Motion made by BRAB Vice Chair Lee, seconded by BID member Cook, that a **Communication** go immediately to the City Commission and the City Manager that the Friday night event stay the way it is. In a voice vote, the motion passed unanimously.

III. Beach Project Status Update – Paul Kissinger, EDSA, and Marwan Mufleh, Kimley-Horn & Associates (from earlier in the agenda)

Mr. Kissinger reported they handed in the design plans to the City on June 5, 2015, and there will be a pre-DRC meeting about the beach projects.

Mr. Kissinger mentioned that City staff had done a “tremendous amount” of background research on the marina project. He said EDSA also contributed to that due to the time limit on funding. He stated that if they wait for the marina to be decided, they put the beach project in jeopardy related to dollars – they would run out of time.

Mr. Kissinger continued that base information relating to the project will be handed over as part of the RFQ so that potential developers have the best possible information.

Mr. Kissinger recalled that the BRAB did not allocate any money towards a marina, but \$4.8 million was allocated for dredging. However, the need for a marina was expressed, and EDSA has helped advise the City on design aspects for a marina.

Mr. Kissinger showed a PowerPoint presentation and said they are currently designing the parking garage on the Intracoastal as if there is no marina. He noted that the black area on the slide would be grass. He said that the City Commission gave them approval to move forward in designing 30% drawings (DRC drawings for entitlements for site plan approval) for the public improvements related to the beach.

Mr. Kissinger pointed out that they do not have to have 835 parking spaces – a no-net loss within the project itself allowed the parking garage to be smaller. The RFP for the beach design requirement was to have no net loss parking on the project, which was 835 spaces. The Aquatic Center is putting 535 spaces in that facility per the current site plan. From an urban design perspective, Mr. Kissinger advised it is better to cluster the parking, not just in one place, but in various places. The parking garage would then need 408 spaces, instead of 835 spaces. There are four levels of parking, a cover, and a proposed restaurant on top. It was pointed out that similar opportunities might exist at the marina.

Mr. Kissinger continued his presentation, mentioning that the south lot will remain as open space, and the marina will connect. Utilities can remain there and landscaping can be improved; access into Jackson Tower will be maintained.

BID Chair Fernandez verified that the parking will actually be in excess of the needed amount.

Mr. Kissinger said the design also provides the opportunity to create a shuttle drop-off while providing for pedestrian safety and comfort. Ground-floor retail space would replace the marina services building. Mr. Kissinger advised that while the design provides for a shuttle to the beach, it is up to the City to approve it. He continued there is a 60-foot deep bay on the bottom floor, and there will be a high ceiling. There would be a service hallway in the back.

BRAB Member Yaari questioned why they would put the restaurant on the roof, rather than on the ground floor, and Mr. Kissinger replied that there is a “great view” to the downtown. He said there would be elevators going straight up to the restaurant. The top would also accommodate outdoor dining and some small beach views. Mr. Kissinger commented that the parking was moved to the garage to create a “people space,” and it is not 835 spaces.

Regarding Channel Square, Mr. Kissinger said they are looking into landscape improvements that do not include sea wall repair at this time.

BRAB Member Yaari wondered if they would be able to adjust the Beach Project according to the marina if something “solid” happens with the marina RFP and the Beach Project is going forward. Mr. Kissinger replied affirmatively, and Mr. Morris added that all the projects are being coordinated by Tom Green, Engineering Design Manager.

BID Member Cook inquired if the plans include a lift area for the water taxi; Mr. Kissinger responded there are ownership issues involving the area, so they chose a different location.

Regarding the major iconic plaza/open space, Mr. Kissinger said there are two important items to note: the DOT has approved the variance to put trees and lights within 18 inches of the curb on both sides (trees will be moved over to the edge); DOT has also approved in principle, the idea of having a curb-less street, which allows them to do it on the intersection of A1A and Las Olas and the intersection of Sea Breeze and Las Olas. He added they will not be moving Las Olas, but they are still working with DOT as to how far north and south they can put something

vertical to create a safe way for cars. The street includes two bike lanes; two lanes of traffic going each way; and they are proposing two lanes of westbound traffic which would remove the left-turn only lane, making it a both a left and a through lane (they are working with that on DOT). That change opened up more space on the north side.

Mr. Kissinger continued that they considered the view corridor from the bridge in their design. They decided on palms due to their ruggedness for the over-story on the thoroughfare. They also are working on details for water features. The children's interactive water play area will be modified to provide more seating for parents/grandparents.

Mr. Kissinger pointed out that the drop-off area will feature a porte-cochere, men and women's bathrooms, and a mechanical building. A football field-sized open space (lawn area) will be included.

Mr. Kissinger said they are on the other side of the flood designation, so they are at 11.5 feet elevation. There are some ramps and steps, but the site is barrier-free. There will be edges for people to sit in lieu of benches. Mr. Kissinger said a stage could be added to the area with seating in different places. There are alternate areas for setting up a stage. If the area were full of people, Mr. Kissinger estimated thousands of people could gather there.

BRAB Member Scher verified there would be misters (sprayers).

BRAB Member Smith wondered why they could not leave the parking lot as it is and make the improvements at DC Alexander Park. Mr. Kissinger responded that they are following the City Commission's directions. Ms. Smith asserted that children want to be on the beach, not on a splash pad.

BRAB Member Yaari was curious if they could put a small pad or pedestal on the northwest corner of the roof of the porte-cochere for a sound or lighting team for concerts (without ruining the design). Mr. Kissinger said they could confer with the architect. They are also exploring water collection on the structure.

In response to a question, Mr. Kissinger said there are bollards, planters, light fixtures, and trees to prevent vehicles from driving up the street.

BRAB Member Yaari asked about the cost and about how they would control the homeless population there. Mr. Kissinger said the cost estimate is roughly \$12 million for that piece, and the City has selected a Guaranteed Maximum Price (GMP) contractor who will work with EDSA to get a guaranteed maximum price. Tom Green, Engineering Design Manager, said they have started contract negotiations with the most qualified bidders on the project. As they progress further into design, their budget costs will be refined.

Regarding the homeless population, Mr. Kissinger designed the site to accommodate “natural surveillance” since they anticipate that the site will be heavily used. He did not think the homeless individuals would feel comfortable there.

BRAB Member McManus thought the palm trees did not provide enough shade, and people would use the canopy trees for shade. Mr. Kissinger explained that the coastline is one of the most difficult environments for canopy trees. Their design puts the palm trees as close as possible to provide overlapping shade and provides water. Sea grapes do well also to block views, and they might use those.

BID Chair Fernandez wondered if they had entertained the idea of a structure in other areas, but Mr. Kissinger replied negatively, citing the cost. Canopies also limit space for other uses. Mr. Morris added that they would like to do events in the area, and event planners would get an event agreement to use the space. BRAB Vice Chair Lee wanted to see some of the event programming money go back into the beach, since the CRA is sunseting soon.

Mr. Morris stated that part of EDSA’s plan will ultimately include a maintenance plan. Mr. Kissinger clarified that they go to 30% design for DRC, and then negotiate the next phase of their contract that would include ideas for maintenance and programming.

BRAB Vice Chair Lee mentioned that Palm Beach has interactive light circles at their beach and suggested looking at what other cities have done.

BRAB Member Luz was curious how they arrived at the number of parking spaces. Mr. Kissinger responded that it was based on input from the City Commission and six staff members reviewing the data that was found in Stage 1. That showed that the lot on A1A and Las Olas is generally the lot that is full, and there are 1590+ spaces from Casa Blanca down to the South Beach parking lot. The Intracoastal lots were generally empty most of the time. Mr. Kissinger explained that there are other parking venues under discussion, so they decided to go with smaller facilities on the Barrier Island. Mr. Kissinger said the footprint of the garage is slightly over 200 feet. There is no speed ramp, but a “five and five.”

BRAB Vice Chair Lee requested input from the BID members who were present on what is happening at A1A and Las Olas as well as the whole Las Olas Corridor.

BID Vice Chair Cunningham stated that visitors go from the hotel north to A1A, and he thought the development would be good for his hotel. He did express concern that it would become a place for homeless people to gravitate because it would not be busy 24 hours a day.

BID Member Cook thought it was important that there are places for visitors (and residents) to sight-see. He said he did not want to see too much concrete, parking, or offices that would not draw people to the water. Any place near the water should be accessible from the beach and provide activity for people such as shopping, etc. BID Member Cook emphasized that the whole beach should be coordinated and work together. He suggested one-story buildings.

BID Chair Fernandez wondered if anything would be planned for the “dark spaces,” and Mr. Kissinger said that the City Commission wanted the area to remain open space. It will be grassy and have landscaping, but no buildings. BID Chair Fernandez expressed concern that there was nothing there to foster activity, even though it will have great visual appeal at the A1A and Las Olas intersection.

BID Member Cook suggested weekend Farmers’ Markets and the like. Mr. Kissinger reiterated the City Commission’s direction.

BRAB Vice Chair Lee stated that in order for the whole area to work (from parking lot to beach), “Disney-like” tram service and good signage are needed.

Mr. Kissinger noted that the webpage has a colorful presentation of the design concept.

Mr. Kissinger outlined their upcoming steps:

- A meeting with City Commission on June 11
- Refine drawings and work on another estimate
- Come back to the Board at 30% design drawings for input (estimated in August)
- Take drawings to DRC and the City Commission

BRAB Vice Chair Lee advised making their drawings as imaginative as possible, including people, to show the vision.

IV. Communications to the City Commission (elsewhere in the text)

V. Old/New Business

BRAB Vice Chair Lee asked what was going on with holiday lighting and the carousel. Mr. Morris commented that the City attorney is negotiating with the Holiday Lights’ attorney. He said Mr. Barnett is researching a one-year carousel rental. If they go forward with the carousel, Mr. Morris said they would have different contractors for the carousel and the pole lights.

BRAB Member Luz said there used to be a carousel at Bayside, and Mr. Barnett said he would research that.

Hearing no further business, BID Chair Fernandez adjourned the meeting at 4:24 p.m.

[Minutes prepared by J. Rubin, Prototype, Inc.]

Attachments:

PowerPoint on the Beach Project – Paul Kissinger, EDSA